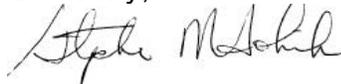


informally to DMP on August 13, 2003, through an e-mail message. The fact that there was safety significant design features associated with the transportainers, required that DMP fabricate the transportainers at a Quality Level A consistent with the DMP Quality Assurance Manual. However, DMP fabricated the transportainers to a lower Quality Level B. Although the actual fabrication of the transportainers does not differ between Quality Level A and B, the extent to which DMP documents the fabrication does differ substantially.

OE recognizes that actions taken by WTS, in part, contributed to your failure to incorporate the customer hold points and assignment of the appropriate quality level to the transportainer procurement. OE is encouraged by the fact that you added a customer hold point which was not stated in the Merrick specification and specifically asked WTS if there were other customer hold points which they would like to add to the shop traveler. Based on these observations and your quick and effective response in correcting the quality-related deficiencies with the transportainers upon receipt by WTS, OE will defer formal enforcement action regarding these issues. It is the DOE expectation that DMP will learn from this procurement and modify its practices to assure that any future work in support of DOE operations will not encounter similar problems.

Sincerely,



Stephen M. Sohinki

Director

Office of Price-Anderson Enforcement

cc: J. Shaw, EH-1
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